



National Transportation Safety Board Aviation Accident Data Summary

Location:	Inyokern, CA	Accident Number:	LAX01LA110
Date & Time:	03/06/2001, 2200 PST	Registration:	N46KA
Aircraft:	Jones RV-6A	Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The amateur-built, airplane impacted mountainous terrain in dark night conditions after experiencing a loss of engine power while in cruise flight at 13,000 feet. The airline transport pilot obtained a weather briefing prior to departing on a visual flight rules (VFR) flight. During the briefing, the pilot was advised that VFR flight was not recommended and that flight precautions existed for icing conditions above 7,000 feet, the potential for mountain obscurement, cloud layers predominant through the route of flight and the chance of widespread rain. The pilot reported experiencing weather during his flight and the air traffic controller asked him if they wanted to continue in instrument flight conditions (IMC). The pilot stated he would like to continue in IMC and indicated if he encountered icing conditions he would "ask for a 180" and divert to another airport. Later during the flight, the pilot told the air traffic controller he was encountering snow. He called the controller again and reported he was experiencing a rough running engine and that he wanted to divert to a nearby airport and declare an emergency. The controller then issued radar vectors to the airport. The pilot continued to ask for and received terrain information as he descended past 5,000 feet. Radar data and communications were then lost. The airplane was found on the side of a mountain ridge at 4,700 feet.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the in-flight collision with mountainous terrain during a forced landing following a loss of engine power resulting from the pilot's inadequate weather evaluation, continued flight into icing weather conditions, his delay in carburetor heat use, and his delay in diverting to an alternate airport.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: CRUISE

Findings

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. WEATHER CONDITION - ICING CONDITIONS
 3. FLIGHT ADVISORIES - ISSUED - ATC PERSONNEL(FSS)
 4. (C) WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
 5. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
 6. (F) DELAYED - PILOT IN COMMAND
 7. (C) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
-

Occurrence #2: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL

Phase of Operation: CRUISE

Findings

8. WEATHER CONDITION - CARBURETOR ICING CONDITIONS

9. (C) CARBURETOR HEAT - DELAYED - PILOT IN COMMAND

Occurrence #3: FORCED LANDING

Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - EMERGENCY

Findings

10. TERRAIN CONDITION - MOUNTAINOUS/HILLY

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Flight Engineer	Age:	50
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Single-engine
Flight Time:	6644 hours (Total, all aircraft), 216 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Jones	Registration:	N46KA
Model/Series:	RV-6A	Engines:	1 Reciprocating
Operator:	David Bruce Jones	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	O-360-A1A
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Bright
Observation Facility, Elevation:	KNID, 2283 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 2900 ft agl	Wind Speed/Gusts, Direction:	5 knots / , 180°
Temperature:		Visibility	6 Miles
Precipitation and Obscuration:			
Departure Point:	Torrance, CA (TOA)	Destination:	Mammoth Lakes, CA (MMH)

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	35.641111, -117.931667		

Administrative Information

Investigator In Charge (IIC):	ROBERT R CRISPIN	Adopted Date:	04/18/2003
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.